

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

RESPONSE OF THE UNITED STATES POSTAL SERVICE
WITNESS RAYMOND TO PRESIDING OFFICER'S INFORMATION REQUEST NO. 8

The United States Postal Service hereby provides the response of witness
Raymond to Presiding Officer's Information Request No. 8 (April 11, 2000).

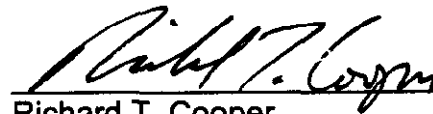
The information request is stated verbatim and is followed by the response.

Respectfully submitted,

UNITED STATES POSTAL SERVICE

By its attorneys:

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April 17, 2000

**RESPONSE OF UNITED STATES POSTAL SERVICE WITNESS RAYMOND
TO PRESIDING OFFICER'S INFORMATION REQUEST NO. 8**

POIR No. 8: The Postal Service is requested to provide the information described below to assist in developing a record for the consideration of its request for changes in rates and fees. In order to facilitate inclusion of the required material in the evidentiary record, the Postal Service is to have a witness attest to the accuracy of the answers and be prepared to explain to the extent necessary the basis for the answers at our hearings. The answers are to be provided within 7 days.

The Postal Service collected extensive tally data on city delivery carrier street activities as part of the Engineered Standards/Delivery Redesign project headed by witness Raymond. For reasons described in Presiding Officer's Ruling No. R2000-1/35, the Postal Service is asked to provide an in-depth discussion of how it identifies categories of carrier activity that are reflected in the more commonly occurring tally types. It is also asked to thoroughly articulate the general guidelines that its witnesses followed in assigning the activities associated with the more commonly occurring tally types to the STS categories of street time activity.

RESPONSE:

Library Reference USPS LR-I-163, contains the outside work sampling data used by witness Baron in this proceeding. In this library reference, 19 fields are associated with each of the 39,046 rows of data provided. Twelve of these fields (Level 10, Location with code, Level 11.1, Personal & Administrative with code, Level 11.2, Delivery type with code, Level 11.3, Delivery Type Status with code, Level 11.4, Outside Activity with code, Level 11.4.1, Activity Detail with code) constitute the outside work sampling portion of a carrier's day. The remaining 7 fields (which ultimately included an STS category label and code) allow for linking the rows of data back to the specific location, route, observer, job classification of the carrier observed, dates and times.

The following general steps were taken to classify each of the rows of data into the STS categories used by witness Baron: The first step was to create a frequency distribution of each of the actual combinations of the 12 work sampling

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fields of the 39,046 rows of data. This distribution has been provided in Library Reference USPS LR-I-281. This process reduced the 39,046 individual rows of data down to 1,350 rows of data with the frequency counts.

The following are two examples of rows of data from the frequency distribution:¹

Code	Location	Code	Personal & Admin	Code	Delivery Type	Code	Delivery Status	Code	Activities	Code	Activity Detail	Frequency Count
L12	Point Of Delivery	A00	N/A	WT02	Curb	S04	Resident Outside	J06	Del/Coll.	H06	#1 Box	3635
L08	Vehicle	A00	N/A	WT02	Curb	S04	Resident Outside	T02	Travel Bet Divr.	K01	LLV	3501

The first row identifies that the carrier was located at the **Point of Delivery**, the carrier was not performing any Personal or Administrative functions (**N/A**), the Delivery Type was **Curb**, the Delivery Status was **Resident Outside**, the carrier was performing the activity of **Delivering and/or Collecting** the mail, and the Activity Detail identifies that the point of delivery was a **#1 Rural Box**. There are 3,635 records out of the 39,046 records in the database that have this combination of work sampling scans. Each of these 3,635 rows are identical with respect to the 12 work sampling fields. The categorization process would focus principally on these twelve fields, and, on infrequent occasions, would refer to the remaining fields and underlying records when necessary to confirm the correctness of the STS categorization.

The next step in the classification process was to manually compare the definitions of the six STS categories to a particular row of data, and judgmentally

¹ Due to space limitations on this 8 ½ by 11 inch page, it was not possible to display all 19 fields. In any event, as will be seen in what follows, the key information for STS classification generally can be found in the 12 fields displayed.

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assign the STS category that matched. Contrary to the impression in the minds of some, a computer did not perform the classification function.

The six category definitions that were used were:

1. **Load time:** "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and the providing of special services."
2. **Street Support time:** "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes."
3. **Driving time:** "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it."
4. **Route/Access FAT time:** "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops; that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces."
5. **Route/Access CAT time:** "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes."
6. **Collection time:** "The time spent walking up to and sweeping Express mail and non-Express mail collection boxes. The time spent driving vehicles up to the collection stops is included in Driving Time, as discussed above."

In many cases, the comparison to STS category definitions and assignment of an STS category was a fairly straightforward process. For example, consider the first row of data from the table above. The **location Point of Delivery** means the carrier has completed traveling to/accessing the delivery point. The activity **Delivery/Collect**, means that the carrier is engaged in one of several possible activities: obtaining the mail from the vehicle/satchel/hand/arm, fingering the mail for confirmation of address correctness, opening/closing the

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mail box, placing the mail into the **#1 Box**, and/or collecting the mail in the box and placing it into the collected mail container. Absent any contradictory information in the remaining fields, this row falls neatly within the STS definition of Load Time: "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and the providing of special services." None of the entries in any of the fields would lead to placement in any other STS category. The facts that the delivery type was **Curb**, and that the activity detail indicates a **#1 Box**, support the classification. For this reason, these 3,635 tallies were assigned an STS code 1, for Load Time.

As another example, consider the 3,501 records represented by the second row in the table above. The entries in this tally group show that the carrier was in the **Vehicle**, and was not performing any Personal or Administrative functions (**N/A**). It shows that the Delivery Type was **Curb**, that the Delivery Status was **Resident Outside**, and that the carrier was performing the activity of **Traveling Between Delivery Points**, in an **LLV**. The combination of **Vehicle**, **Traveling Between Delivery Points**, and **Curb** provides a solid indication that these tallies fall within the definition of Route/Access CAT time: "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." Absent any conflicting entries in the remaining fields, these 3,501 records were assigned the STS code of 5, for Route/Access CAT time. The fact the carrier was serving **Resident Outside** deliveries, and was using an

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LLV for delivery are additional supporting information in selecting the assignment of this row of data to the STS category of Route/Access CAT time.

This categorization process was painstakingly followed for every one of the 1,350 rows of data produced by the initial frequency distribution. After each of the 1,350 rows of data had gone through this process, another frequency distribution was produced placing all of the 1,350 rows that had been assigned to 1. Load Time, 2. Street Support, 3. Driving Time, 4. Route/Access Fat, 5. Route Access Cat, and 6. Collection Time, into a descending frequency-count arrangement by the STS categories. Library Reference USPS LR-I-281 includes this categorized frequency distribution in addition to the frequency distribution used at the beginning of the process. When the categorized frequency distribution was completed, it was used to double check the assigned STS codes. Again, each of the 1,350 individual rows was carefully reviewed to ensure that it met the appropriate STS definition.

Once each of the categorizations were finalized, a computer was used to expand the 1,350 rows back into 39,046 individual tallies, each tally now containing its associated STS code. This database with the 39,046 rows of work sampling data was now ready for presentation to witness Baron.

These specific examples of the more routine classification tasks described above provide insight into the general technique. Later in this response, I will provide many other specific examples to flesh out the process. Although the process proceeded on a tally group by tally group basis, however, I will now also attempt to provide some general guidelines underlying the procedure.

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In general, and especially among the more common tally types, there are two to three work sampling fields whose entries tend to determine the appropriate STS category, with an additional three or four fields providing information to support the classification. On some occasions, particularly with respect to the less frequently occurring tally types, additional information was used to verify the placement into the appropriate STS category.

In the following, I will attempt to indicate for each of the six STS categories, which of the tally fields played important roles, and suggest general classification rules that were implicit in our tally-type by tally-type analysis:

Load time

In general, the presence of Activity: **Delivery/Collection** or **Finger @ Delivery** is a strong indication that the appropriate STS category is Load time. This rule was not appropriate on some occasions. For example, there are approximately 30 tallies in which the entry Location: **Relay Box** required the tally to be placed in the Street Support category instead of Load time despite the entry of Activity: **Delivery/Collection** or **Finger @ Delivery**. For another example, there are approximately 30 tallies in which the entry Location: **Collection Box** required the tallies to be placed in the STS category Collection time.

Street Support time:

In general, the presence of Activity of **Loading, Unloading, Setup, Travel to 1ST Delivery Point, or Return to Unit** is a strong indicator that the appropriate

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STS category is Street Support time. However, if the Location was **Collection Box**, then the appropriate category is generally Collection time.

Driving time:

In general, the presence of Activity: **Travel Between Deliveries**, in combination with Delivery Type: **Central** or **Dismount** strongly indicates Driving time.

In general, if the Delivery Type is **Park and Loop**, and Location indicates that the carrier is in the vehicle (i.e. **Vehicle**, **In Vehicle at Stop**, **On Route**, **Park Point**), then Driving time is also indicated. There are important exceptions, however. For example, if, in addition to **Park and Loop** and **Vehicle**, Activities **Loading**, **Unloading**, **Setup**, **Travel to 1ST Delivery Point**, or **Return to Unit** are present, then Street Support is indicated.

Route/Access FAT time

In general, the combination of Activity: **Travel Between Deliveries**, with Delivery Types of **Foot Route**, **Park & Loop**, **Dismount**, or **Central Delivery**, with Activity Detail involving walking (i.e., **Walk Flat**, **Walk Obst**, **Walkg**, **Push Cart**) is sufficient to place scans into this category.

Note that a Delivery Type of **Curb** generally indicates Route/Access CAT time.

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Route/Access CAT time:

In general, the combination of Delivery Type: **Curb**, along Activity: **Travel Between Deliveries** is sufficient to place tallies into the Route/Access CAT time category. Note that when Activity is **Parcel** or **Accountable**, and the Activity Detail indicates **LLV** or **Jeep**, the tally remains in CAT because the carrier is still traveling between deliveries with those pieces of mail.

Collection time:

In general, Location: **Collection Box** and Activity: **Wait 4 Collectn** are strong indicators that the tallies should be placed into the Collection time category.

The twelve fields noted earlier in this response (and when necessary, the observers' comments logs, and/or the Postal Service form 3999X, and/or, in extremely rare cases, field-produced work sampling reports, to check the observers' edits or comments) were generally more than adequate to enable the assignment of the 1,350 actual combinations into the STS categories. While this was not always simple, it was not a forced fit. The STS definitions were "naturally occurring" categories based on a 1986 work sampling. It is not surprising that the actual observations contained in the ES database used by witness Baron also tended to coalesce into major groupings of frequently-occurring tally configurations that conformed to the STS groupings.

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In the attachment to this response, to flesh out the categorization process used, I have prepared tally-group by tally-group descriptions of the key considerations underlying the STS classifications for almost 36,000 tallies, most of them being frequently occurring types. These tally groups represent over 90 percent of all of the data used by witness Baron.

In the descriptions provided, it can be seen that the STS categorizations were not always as straightforward as the general rules outlined earlier would seem to imply. For example, the fifth of the tally types on page 5 of 40 of the initial, uncategorized frequency distribution contained in LR-I-281 (the second of the two distributions in the library reference), represents 35 tallies with the following characteristics:

Location: **On Route**; Personal and Administrative: **N/A**; Delivery Type: **Central**; Delivery Type Status: **Resident Outside**; Activity: **Travel B/t Dlvr**; Activity Detail: **LLV**

It can be seen that carrier is located "**On Route**." This entry, combined with the activity of "**Traveling between Deliveries (Travel B/t Dlvr.)**" and with the delivery type, **Central**, leaves open the possibility that either Driving time or Route/Access FAT is the appropriate STS classification. Note, however, that the record does not indicate a curb delivery, so the category Route/Access CAT time can be eliminated. In order to determine the appropriate STS classification, at least one additional piece of information is required. In this case, the final piece required in this record is the activity detail of "**LLV**." This detail places the carrier in the vehicle, consistent with Driving time. (If the detail had indicated walking, the tally might have been placed in STS category Route/Access FAT time). The

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remaining portions of the record provide more supporting information, indicating that the carrier was outside in the vehicle. This example demonstrates that usually, the less frequently occurring the tally configuration, the more information was needed to make a definitive classification.

The list of tally group analyses follows.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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			Code Activities	Code Activity Detail	
3635	L12	Point of Deliver	A00 N/A	WT02 Curb J08 Del/Coll.	S04 Resident Outside H06 # 1 Box

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Col." (deliver and collect) is consistent with the "load time" definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, in a residential neighborhood of outside delivery points. The mailbox type is the most common curb box in the United States, a #1 box. Based on the definition this information is supportive in to determining the STS category.

3501	L08	Vehicle	A00 N/A	WT02 Curb T02 Travel B/t Divr.	S04 Resident Outside K01 LLV
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STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these data points the carrier is in the vehicle. This alone does not permit us to classify these records. The delivery type is curb, this allows us to start the classification. The final piece need to apply the "CAT" classification is the Activity of traveling between deliveries. The definition is now complete. The carrier is using the LLV to travel between deliveries and on the residential outside portion of the route. These last two pieces of information are supportive in determining the STS CAT classification, but provide a better definition as the mode of travel.

2474	L12	Point of Deliver	A00 N/A	WT05 Central J08 Del/Coll.	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Col." (deliver and collect) is consistent with the "load time" definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, in a residential neighborhood of outside delivery points. Based on the definition this information is supportive in determining the "load time" classification.

1573	L13	On Route	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries as the activity. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" helps provide some additional information about the conditions the carrier faces.

986	L08	Vehicle	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of vehicle we supply part of the definition. The activity of traveling between deliveries defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving Time". The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the residential outside portion of the route.

899	L12	Point of Deliver	A00 N/A	WT02 Curb J08 Del/Coll.	S04 Resident Outside H11 Gang Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Col." (deliver and collect) is consistent with the "load time" definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, in a residential neighborhood of outside delivery points to a gang box. Based on the definition this information is supportive in determining the "load time" classification.

895	L13	On Route	A00 N/A	WT03 Park & Loop T03 Trav B/t w/sort	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries and fingering or sorting the mail as the activity. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" helps provide some additional information about the conditions the carrier faces.

788	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S04 Resident Outside H09 1 Hand Slam
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Col." (deliver and collect) is consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Park & Loop type delivery, in a residential neighborhood of outside delivery points using a one-hand slam method. Based on the definition this information is supportive in determining the "load time" classification.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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Code Activities	Code Activity Detail
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780	L12 Point of Deliver	A00 N/A	WT05 Central J08 Del/Coll.	S03 Resident Inside H12 Central Inside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, in a residential neighborhood of inside delivery points to a central type box. Based on the definition this information is supportive in determining the "load time" classification.

665	L08 Vehicle	A00 N/A	WT05 Central T02 Travel B/A Divr.	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of vehicle we supply part of the definition. The activity of traveling between deliveries defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the residential outside portion of the route.

654	L12 Point of Deliver	A00 N/A	WT02 Curb J12 Finger @ Deliver	S04 Resident Outside H06 # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger at Deliver." is also consistent with the "load time" definition as the action of sorting mail at the delivery point. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, in a residential neighborhood of outside delivery points to a #1 type box. Based on the definition this information is supportive in determining the "load time" classification.

654	L12 Point of Deliver	A00 N/A	WT02 Curb J08 Del/Coll.	S04 Resident Outside H07 # 1-1/2 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, in a residential neighborhood of outside delivery points to a #1-1/2 type box. Based on the definition this information is supportive in determining the "load time" classification.

598	L14 P B L	A02 Sbj Break	WT02 Curb T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal break and lunch). The carrier personal code of "A02" "Sbj Break" is the compensated time the carrier is allowed for break. Due to the nature of the STS category of Street Support a decision was made to include all carrier breaks in this category. That is a break cannot be assigned to any of the other STS categories.

549	L12 Point of Deliver	A00 N/A	WT04 Dismount J08 Del/Coll.	S01 Business Inside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services" The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, on the inside business delivery portion of a route. The load time definition is further supported by the "Drop to Cust" activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". Based on the definition this information is supportive in determining the "load time" classification.

488	L08 Vehicle	A00 N/A	WT04 Dismount T02 Travel B/A Divr.	S01 Business Inside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of vehicle we supply part of the definition. The activity of traveling between deliveries defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the business inside delivery type portion of the route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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Code Activities

Code Activity Detail

469	L08	Vehicle	A00	N/A	WT02 J11	Curb Setup	S04 K01	Resident Outside LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery. The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a curb route.

451	L08	Vehicle	A00	N/A	WT03 T02	Park & Loop Travel B/t Divr.	S04 K01	Resident Outside LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of vehicle we supply part of the definition. The activity of traveling between deliveries defines the second part of the definition. The final portion needed is the delivery type, a park and loop delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the residential outside delivery type portion of the route.

445	L13	On Route	A00	N/A	WT04 T02	Dismount Travel B/t Divr.	S04 K10	Resident Outside Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries as the activity (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" helps provide some additional information about the conditions the carrier faces.

431	L13	On Route	A00	N/A	WT03 T02	Park & Loop Travel B/t Divr.	S04 K09	Resident Outside Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries as the activity (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "walking" provides some additional information about the conditions the carrier faces.

405	L08	Vehicle	A00	N/A	WT03 J11	Park & Loop Setup	S04 K01	Resident Outside LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery. The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a park and loop route.

358	L08	Vehicle	A00	N/A	WT04 T02	Dismount Travel B/t Divr.	S02 K01	Business Outside LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of vehicle we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a park and loop delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the business outside delivery type portion of the route.

337	L12	Point of Deliver	A00	N/A	WT04 J08	Dismount Del/Coll.	S04 H06	Resident Outside # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services". The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, on the residential outside delivery portion of a route to a #1 type mailbox. Based on the definition this information is supportive in determining the "load time" classification.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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Code Activities	Code Activity Detail
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312	L12	Point of Deliver	A00	N/A	WT02	Curb	S04	Resident Outside
					J08	Del/Coll.	H08	# 2 Box

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services". The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, on the residential outside delivery portion of a route to a #2 type mailbox. Based on the definition this information is supportive in determining the "load time" classification.

309	L08	Vehicle	A00	N/A	WT02	Curb	S04	Resident Outside
					T04	Return to Unit	K01	LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Return to Unit" satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, returning from the residential outside portion of a curb route.

288	L13	On Route	A00	N/A	WT02	Curb	S04	Resident Outside
					T02	Travel B/t Divr.	K01	LLV

STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is in the vehicle. This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the Activity of traveling between deliveries (Travel B/t Divr.). The definition is now complete. The carrier is using the LLV to travel between deliveries and on the residential outside portion of the route. These last two pieces of information are supportive in determining the STS CAT classification and provide a better definition as the mode of travel.

276	L14	P B L	A02	Sbj Break	WT03	Park & Loop	S00	N/A
					T00	N/A	H00	N/A

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal break and lunch). The carrier personal code of "A02" "Sbj Break" is the compensated time the carrier is allowed for break. Due to the nature of the STS category of Street Support a decision was made to include all carrier breaks in this category. That is a break cannot be assigned to any of the other STS categories.

256	L12	Point of Deliver	A00	N/A	WT04	Dismount	S04	Resident Outside
					J08	Del/Coll.	H11	Gang Box

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, in a residential neighborhood of outside delivery points to a gang box. Based on the definition this information is supportive in determining the "load time" classification.

251	L09	Park Point	A00	N/A	WT03	Park & Loop	S04	Resident Outside
					J11	Setup	K01	LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at a park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a park and loop route.

247	L12	Point of Deliver	A00	N/A	WT03	Park & Loop	S04	Resident Outside
					J08	Del/Coll.	H06	# 1 Box

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop type delivery, in a residential neighborhood of outside delivery points to a #1 type mailbox. Based on the definition this information is supportive in determining the "load time" classification.

233	L14	P B L	A02	Sbj Break	WT04	Dismount	S00	N/A
					T00	N/A	H00	N/A

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal break and lunch). The carrier personal code of "A02" "Sbj Break" is the compensated time the carrier is allowed for break. Due to the nature of the STS category of Street Support a decision was made to include all carrier breaks in this category. That is a "break" cannot be assigned to any of the other STS categories.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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			Code Activities	Code Activity Detail
228	L08 Vehicle	A00 N/A	WT02 Curb J09 Loading	S00 N/A K01 LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a curb route.

225	L08 Vehicle	A00 N/A	WT05 Central J11 Setup	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at a park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a central type delivery route.

217	L12 Point of Deliver	A00 N/A	WT02 Curb J12 Finger @ Deliver	S04 Resident Outside H11 Gang Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver." (fingering of sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, in a residential neighborhood of outside delivery points to a gang box. Based on the definition this information is supportive in determining the "load time" classification

215	L12 Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S04 Resident Outside H02 1 Handed Slot
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop type delivery, in a residential neighborhood of outside delivery points to a one-handed slot type of mailbox. Based on the definition this information is supportive in determining the "load time" classification

215	L08 Vehicle	A00 N/A	WT02 Curb T04 Return to Unit	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Return to Unit" satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, returning from the portion of a curb route.

214	L13 On Route	A00 N/A	WT03 Park & Loop T03 Trav B/t w/sort	S04 Resident Outside K09 Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries while sorting or fingering the mail as the activity (Travel B/t w/sort.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Waling" provides some additional information about the conditions the carrier faces.

208	L13 On Route	A00 N/A	WT03 Park & Loop T02 Travel B/t Dlvr.	S04 Resident Outside K11 Walk Obst
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries as the activity (Travel B/t Dlvr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Obst" (Walking Obstructed) helps provide some additional information about the conditions the carrier faces.

203	L12 Point of Deliver	A00 N/A	WT05 Central J08 Del/Coll.	S02 Business Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, to a business outside delivery point to central outside type of mailboxes. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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			Code Activities	Code Activity Detail	
203	L08	Vehicle	A00 N/A	WT04 Dismount J11 Setup	S04 Resident Outside K01 LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at a park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a dismount type delivery route.

201	L08	Vehicle	A00 N/A	WT02 Curb T01 Travel To 1 Dlv	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Travel to 1 Dlv" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery on a residential outside portion of a curb route.

196	L08	Vehicle	A00 N/A	WT02 Curb T01 Travel To 1 Dlv	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. The carrier activity of "Travel to 1 Dlv" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a curb route.

196	L12	Point of Deliver	A00 N/A	WT02 Curb J12 Finger @ Deliver	S04 Resident Outside H07 # 1-1/2 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, to a residential outside delivery point to a #1-1/2 size mailbox. Based on the definition this information is supportive in determining the "load time" classification

180	L14	P B L	A02 Sbj Break	WT05 Central T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal break and lunch). The carrier personal code of "A02" "Sbj Break" is the compensated time the carrier is allowed for break. Due to the nature of the STS category of Street Support a decision was made to include all carrier breaks in this category. The "break" cannot be assigned to any of the other STS categories.

180	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S01 Business Inside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop type delivery, to a business inside delivery point and handing or dropping the mail to the customer. Based on the definition this information is supportive in determining the "load time" classification.

173	L12	Point of Deliver	A00 N/A	WT05 Central J12 Finger @ Deliver	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, to a residential outside delivery point(s) of a group of central boxes. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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Code Activities

Code Activity Detail

167	L12	Point of Deliver	A00	N/A	WT04 Dismount J08 Del/Coll.	S04 Resident Outside H09 1 Hand Slam
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, to a residential outside delivery point and is placing the mail into a one-hand slam type of mailbox. Based on the definition this information is supportive in determining the "load time" classification.

166	L08	Vehicle	A00	N/A	WT02 Curb J08 Del/Coll.	S04 Resident Outside H06 # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Vehicle", this is not enough information to determine the category. The activity of "Del/Coll." (Deliver and collect) is consistent with the "load time" definition. The delivery type of "curb" is the final piece needed to verify the carrier is delivering the mail to a curb delivery point. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a residential outside type delivery and placing the mail into a #1 mailbox. Based on the definition this information is supportive in determining the "load time" classification.

146	L13	On Route	A00	N/A	WT03 Park & Loop T02 Travel B/t Divr.	S01 Business Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries as the activity(Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" helps provide some additional information about the conditions the carrier faces.

142	L08	Vehicle	A00	N/A	WT02 Curb T02 Travel B/t Divr.	S04 Resident Outside K00 Jeep
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STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is in the vehicle. This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the Activity of traveling between deliveries (Travel B/t Divr.). The definition is now complete. The carrier is using the jeep to travel between deliveries and on the residential outside portion of the route. These last two pieces of information are supportive in determining the STS CAT classification and provides a better definition as the mode of travel.

142	L12	Point of Deliver	A00	N/A	WT04 Dismount F02 Parcel	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity detail of "Drop to Cust" (Drop to customer) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a dismount type delivery, on the residential outside delivery portion of a route. The load time definition is further supported by the "Drop to Cust" activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts".

141	L13	On Route	A00	N/A	WT04 Dismount T02 Travel B/t Divr.	S02 Business Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries as the activity(Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Outside" and the activity detail of "Walk Flat" provides some additional information about the conditions the carrier faces.

141	L12	Point of Deliver	A00	N/A	WT04 Dismount J08 Del/Coll.	S02 Business Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is also consistent with the "load time" definition. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, on the residential outside delivery portion of a route.

135	L14	P B L	A01	Sbj Personal	WT02 Curb T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal, break and lunch). The carrier personal code of "A01" "Sbj Personal" is the compensated time the carrier took to perform an activity of a personal nature. Due to the nature of the STS category of Street Support a decision was made to include all carrier personal breaks in this category. That "personal break" cannot be assigned to any of the other STS categories.

Number	Code	Location	Code	Personal	Code	Delivery Type	Code	Delivery
Type Status								
of tallies								

Code Activities

Code Activity Detail

134	L13	On Route	A00	N/A	WT01	Foot	S04	Resident Outside
					T02	Travel B/t Dlvr.	K10	Walk Flat

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries as the activity(Travel B/t Dlvr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

134	L13	On Route	A00	N/A	WT04	Dismount	S01	Business Inside
					T02	Travel B/t Dlvr.	K10	Walk Flat

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries as the activity(Travel B/t Dlvr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

133	L12	Point of Deliver	A00	N/A	WT01	Foot	S04	Resident Outside
					J08	Del/Coll.	H02	1 Handed Slot

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, in a residential neighborhood of outside delivery points to a one-handed slot type of mailbox. Based on the definition this information is supportive in determining the "load time" classification

129	L12	Point of Deliver	A00	N/A	WT05	Central	S01	Business Inside
					J08	Del/Coll.	H12	Central Inside

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, in a business that has an inside central type of delivery points. Based on the definition this information is supportive in determining the "load time" classification

128	L08	Vehicle	A00	N/A	WT04	Dismount	S04	Resident Outside
					T02	Travel B/t Dlvr.	K00	Jeep

STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curbline portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Dlvr.) defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portion of the record provide more supporting information, the carrier was driving a jeep on the residential outside delivery type portion of the route.

124	L12	Point of Deliver	A00	N/A	WT02	Curb	S04	Resident Outside
					J08	Del/Coll.	H10	Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is also consistent with the "load time" definition. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, on the residential outside delivery portion of a route.

123	L12	Point of Deliver	A00	N/A	WT03	Park & Loop	S04	Resident Outside
					J08	Del/Coll.	H05	Flat Receptacle

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop route type delivery, in a residential neighborhood of outside delivery points to a flat receptacle. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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			Code Activities	Code Activity Detail
121	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.
				S04 Resident Outside H10 Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is also consistent with the "load time" definition. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, on the residential outside delivery portion of a route.

118	L13	On Route	A00 N/A	WT04 Dismount F02 Parcel
				S04 Resident Outside K10 Walk Flat

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "dismount" and the carrier is delivering a parcel. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

117	L12	Point of Deliver	A00 N/A	WT04 Dismount F01 Accountable
				S04 Resident Outside H10 Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, on the residential outside delivery portion of a route.

116	L08	Vehicle	A00 N/A	WT04 Dismount J11 Setup
				S01 Business Inside K01 LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the "Business Inside" portion of a dismount type delivery route.

112	L12	Point of Deliver	A00 N/A	WT02 Curb F02 Parcel
				S04 Resident Outside H10 Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Parcel" is the activity of the carrier delivering a parcel. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, on the residential outside delivery portion of a route.

106	L08	Vehicle	A00 N/A	WT04 Dismount J11 Setup
				S02 Business Outside K01 LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the "Business Outside" portion of a dismount type delivery route.

104	L08	Vehicle	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.
				S04 Resident Outside K00 Jeep

STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portion of the record provide more supporting information, the carrier was driving a jeep on the residential outside delivery type portion of the route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

99	L08 Vehicle	A00 N/A	WT02 Curb J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a curb route.

98	L08 Vehicle	A00 N/A	WT05 Central T04 Return to Unit	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a central type route.

88	L14 P B L	A01 Sbj Personal	WT04 Dismount T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal, break and lunch). The carrier personal code of "A01" "Sbj Personal" is the compensated time the carrier took to perform an activity of a personal nature. Due to the nature of the STS category of Street Support a decision was made to include all carrier personal breaks in this category. That "personal break" cannot be assigned to any of the other STS categories.

87	L14 P B L	A01 Sbj Personal	WT03 Park & Loop T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal, break and lunch). The carrier personal code of "A01" "Sbj Personal" is the compensated time the carrier took to perform an activity of a personal nature. Due to the nature of the STS category of Street Support a decision was made to include all carrier personal breaks in this category. That "personal break" cannot be assigned to any of the other STS categories.

86	L08 Vehicle	A00 N/A	WT04 Dismount T01 Travel To 1 Dlvr	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Dlvr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a residential outside portion of a dismount route.

85	L12 Point of Deliver	A00 N/A	WT04 Dismount J08 Del/Coll.	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is also consistent with the "load time" definition. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, on the residential outside delivery portion of a route.

84	L08 Vehicle	A00 N/A	WT04 Dismount T02 Travel B/t Dlvr.	S00 N/A K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Dlvr.) defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the route.

84	L12 Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S04 Resident Outside H03 2 Handed Slot
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop route type delivery, in a residential neighborhood of outside delivery points to a two-handed slot type of mailbox. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

83	L13	On Route	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S02 Business Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "park and loop" and the carrier is traveling between deliveries as the activity (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

81	L13	On Route	A00 N/A	WT03 Park & Loop T03 Trav B/t w/sort	S04 Resident Outside K11 Walk Obst
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park and Loop" and the carrier is traveling between deliveries while fingering or sorting the mail as the activity (Trav B/t w/sort). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Obst" (walking obstructed) provides some additional supporting information about the conditions the carrier faces.

80	L08	Vehicle	A00 N/A	WT04 Dismount J09 Loading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on dismount portion of a route.

79	L13	On Route	A00 N/A	WT05 Central T02 Travel B/t Divr.	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Central" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

78	L08	Vehicle	A00 N/A	WT04 Dismount T01 Travel To 1 Divr	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a dismount route.

75	L13	On Route	A00 N/A	WT05 Central T02 Travel B/t Divr.	S03 Resident Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Central" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Inside" and the activity detail of "Walk Flat" helps provide some additional supporting information about the conditions the carrier faces.

74	L08	Vehicle	A00 N/A	WT05 Central T01 Travel To 1 Divr	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a Central type route.

73	L08	Vehicle	A00 N/A	WT05 Central T02 Travel B/t Divr.	S02 Business Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the business outside portion of a route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

72	L13 On Route	A00 N/A	WT01 Foot T03 Trav B/t w/sort	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries while fingering or sorting the mail as the activity (Trav B/t w/sort). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

71	L08 Vehicle	A00 N/A	WT02 Curb T02 Travel B/t Divr.	S02 Business Outside K01 LLV
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STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is in the vehicle. This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the Activity of traveling between deliveries (Travel B/t Divr.). The definition is now complete. The carrier is using the LLV to travel between deliveries and on the business outside portion of the route. These last two pieces of information are supportive in determining the STS CAT classification and provide a better definition as the mode of travel.

71	L08 Vehicle	A00 N/A	WT03 Park & Loop T01 Travel To 1 Divr	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a Park and Loop type route.

71	L08 Vehicle	A00 N/A	WT02 Curb J10 Unloading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on curb of a route.

70	L07 Dock	A00 N/A	WT02 Curb J09 Loading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "dock". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a curb route.

68	L08 Vehicle	A00 N/A	WT04 Dismount J11 Setup	S04 Resident Outside K00 Jeep
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the "Resident Outside" portion of a dismount type delivery route.

67	L08 Vehicle	A00 N/A	WT03 Park & Loop T01 Travel To 1 Divr	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a "Park and Loop" type route.

67	L08 Vehicle	A00 N/A	WT05 Central J11 Setup	S03 Resident Inside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the "Resident Inside" portion of a "Central" type delivery.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail
67	L08 Vehicle	A00 N/A	WT03 Park & Loop J11 Setup	S04 Resident Outside K00 Jeep
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a Jeep, on the "Resident Outside" portion of a "Park and Loop" route.				
66	L08 Vehicle	A00 N/A	WT03 Park & Loop T04 Return to Unit	S04 Resident Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a "Park and Loop" type route.				
65	L13 On Route	A00 N/A	WT01 Foot T02 Travel B/t Divr.	S04 Resident Outside K04 Walkg Push Cart
STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walkg Push Cart" (Walking with a pushcart) helps provide some additional supporting information about the conditions the carrier faces.				
65	L08 Vehicle	A00 N/A	WT05 Central T04 Return to Unit	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV return from a "Central" type route.				
65	L09 Park Point	A00 N/A	WT03 Park & Loop J11 Setup	S04 Resident Outside K00 Jeep
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the "Resident Inside" portion of a "Park & Loop" type delivery.				
63	L12 Point of Deliver	A00 N/A	WT02 Curb J12 Finger @ Deliver	S04 Resident Outside H08 # 2 Box
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, to a residential outside delivery point and is placing the mail into a #2 mailbox. Based on the definition this information is supportive in determining the "load time" classification				
62	L08 Vehicle	A00 N/A	WT05 Central J09 Loading	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a central route.				

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

62	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop route type delivery, in a residential neighborhood of outside delivery types and is loading the mail into a central type box. Based on the definition this information is supportive in determining the "load time" classification

62	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S03 Resident Inside H12 Central Inside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a park and loop route type delivery, in a residential neighborhood of inside delivery types and is loading the mail into a central type box. Based on the definition this information is in determining the "load time" classification

59	L14	P B L	A01 Sbj Personal	WT05 Central T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal, break and lunch). The carrier personal code of "A01" "Sbj Personal" is the compensated time the carrier took to perform an activity of a personal nature. Due to the nature of the STS category of Street Support a decision was made to include all carrier personal breaks in this category. A "personal break" cannot be assigned to any of the other STS categories.

57	L08	Vehicle	A00 N/A	WT04 Dismount T04 Return to Unit	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV return from a "Resident Outside" portion of a route.

55	L12	Point of Deliver	A00 N/A	WT02 Curb F01 Accountable	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, on the residential outside delivery portion of a route.

55	L08	Vehicle	A00 N/A	WT03 Park & Loop J09 Loading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a park and loop type route.

55	L12	Point of Deliver	A00 N/A	WT01 Foot J08 Del/Coll.	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot type delivery, in a residential neighborhood of outside delivery types and is loading the mail into an outside central type box. Based on the definition this information is supportive in determining the "load time" classification.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

53	L09	Park Point	A00 N/A	WT03 Park & Loop J11 Setup	S04 Resident Outside K03 Pickup / Van
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an "Pickup/Van", on the "Resident Outside" portion of a "Park & Loop" type delivery.

52	L08	Vehicle	A00 N/A	WT02 Curb J10 Unloading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a curb of a route.

51	L12	Point of Deliver	A00 N/A	WT05 Central J12 Finger @ Deliver	S03 Resident Inside H12 Central Inside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, to a residential inside delivery point and is placing the mail into a central inside type mailbox. Based on the definition this information is supportive in determining the "load time" classification

51	L08	Vehicle	A00 N/A	WT04 Dismount J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV at the residential outside portion of a park and loop type route.

50	L08	Vehicle	A00 N/A	WT02 Curb T02 Travel B/t Divr.	S00 N/A K01 LLV
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STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is in the vehicle. This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the Activity of traveling between deliveries (Travel B/t Divr.). The definition is now complete. The carrier is using the LLV to travel between deliveries of a route. These last two pieces of information are supportive in determining the STS CAT classification, and provide a better definition as the mode of travel.

50	L08	Vehicle	A00 N/A	WT05 Central T02 Travel B/t Divr.	S03 Resident Inside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the residential inside portion of a route.

48	L08	Vehicle	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S02 Business Outside K00 Jeep
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a jeep on the outside business portion of a route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

48	L08	Vehicle	A00 N/A	WT04 Dismount T01 Travel To 1 Dlvr	S02 Business Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Dlvr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of an outside business dismount type route.

48	L12	Point of Deliver	A00 N/A	WT02 Curb J08 Del/Coll.	S02 Business Outside H06 # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb type delivery, outside business delivery points with a #1 type mailbox. Based on the definition this information is supportive in determining the "load time" classification

45	L08	Vehicle	A00 N/A	WT03 Park & Loop T02 Travel B/t Dlvr.	S01 Business Inside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Dlvr.) defines the second part of the definition. The final portion needed is the delivery type, a park and loop delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the business inside portion of a route.

44	L12	Point of Deliver	A00 N/A	WT04 Dismount J08 Del/Coll.	S04 Resident Outside H02 1 Handed Slot
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a dismount type delivery, outside residential delivery points with a one-handed slot type mailbox. Based on the definition this information is supportive in determining the "load time" classification

44	L13	On Route	A00 N/A	WT04 Dismount T05 Walking	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "dismount" and the carrier is walking. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "walking flat" provides some additional supporting information about the conditions the carrier faces.

44	L12	Point of Deliver	A00 N/A	WT01 Foot J08 Del/Coll.	S03 Resident Inside H12 Central Inside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, to inside residential delivery points with a central type mailbox. Based on the definition this information is supportive in determining the "load time" classification

43	L08	Vehicle	A00 N/A	WT03 Park & Loop T04 Return to Unit	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV returning from a "Park & Loop" portion of a route.

43	L08	Vehicle	A00 N/A	WT04 Dismount T04 Return to Unit	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The activity of "Return to Unit" is consistent with the "traveling to and from the route" from the STS definition. The other portion of the record provides more details in determining the carriers actions. The carrier was in an LLV returning from a "Dismount" portion of a route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

43	L09	Park Point	A00 N/A	WT03 Park & Loop J11 Setup	S04 Resident Outside H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was on the "Resident Outside" portion of a "Park & Loop" type delivery.

43	L12	Point of Deliver	A00 N/A	WT01 Foot J08 Del/Coll.	S01 Business Inside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is also consistent with the "load time" definition. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, on the business inside delivery portion of a route.

43	L08	Vehicle	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S02 Business Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a park and loop delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a LLV on the business outside portion of a route.

42	L12	Point of Deliver	A00 N/A	WT01 Foot J08 Del/Coll.	S04 Resident Outside H09 1 Hand Slam
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot rote type delivery, outside residential delivery points with a one-handed slam type mailboxes. Based on the definition this information is supportive in determining the "load time" classification

42	L07	Dock	A00 N/A	WT02 Curb J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Dock". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is loading an LLV at the residential outside portion of a curb type route.

42	L13	On Route	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S04 Resident Outside K09 Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "dismount" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walking" provides some additional supporting information about the conditions the carrier faces.

42	L08	Vehicle	A00 N/A	WT04 Dismount T01 Travel To 1 Divr	S01 Business Inside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a "Business Inside" type route.

40	L12	Point of Deliver	A00 N/A	WT04 Dismount J12 Finger @ Deliver	S04 Resident Outside H06 # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Dismount type delivery, to a residential outside delivery point and is placing the mail into a #1 type mailbox. Based on the definition this information is supportive to determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

40	L08 Vehicle	A00 N/A	WT05 Central T01 Travel To 1 Divr	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the vehicle. The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, traveling to the first delivery of a central type delivery and the residential outside portion route.

38	L07 Dock	A00 N/A	WT02 Curb J10 Unloading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Dock". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a curb of a route.

38	L08 Vehicle	A00 N/A	WT02 Curb J11 Setup	S04 Resident Outside K00 Jeep
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a jeep, on the "Resident Outside" portion of a "Curb" type delivery.

37	L13 On Route	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "on route" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. Another portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The final piece required in this record is the activity detail of "LLV", this allows us to complete the "driving time" definition by putting the carrier in the vehicle. The remaining portions of the record provide more supporting information, residential outside portion of a route.

37	L13 On Route	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "on route" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines a second part of the definition. Another portion needed is the delivery type, a "Park & Loop delivery type determines that the record does not belong to a curb delivery. The final piece required in this record is the activity detail of "LLV", this allows us to complete the "driving time" definition by putting the carrier in the vehicle. The remaining portions of the record provide more supporting information, residential outside portion of a route.

36	L08 Vehicle	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S01 Business Inside K00 Jeep
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a dismount delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portions of the record provide more supporting information, the carrier was driving a jeep on the business inside portion of a route.

36	L12 Point of Deliver	A00 N/A	WT05 Central F01 Accountable	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, on the residential outside delivery portion of a route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

36	L12	Point of Deliver	A00 N/A	WT05 Central J11 Setup	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "setup" is the activity of the carrier handing bulk mail pieces. This is the action of the carrier obtaining another armful of mail while standing at a NDCBU "delivery point". He is at the point of delivery getting mail for the next group of residential outside deliveries. The activity detail and resident outside delivery type further supports the NDCBU delivery type.

35	L13	On Route	A00 N/A	WT05 Central T02 Travel B/t Divr.	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "on route" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. Another portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery (CAT). The final piece required in this record is the activity detail of "LLV", this allows us to complete the "driving time" definition by putting the carrier in the vehicle. The remaining portions of the record provide more supporting information, residential outside portion of a route.

35	L17	Gas Station	A00 N/A	WT02 Curb T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "Gas Station". The carrier is with the vehicle at a gas station. This action occurs in most cases as the carrier is traveling to the first delivery or returning from the last delivery. The is clearly defined by the STS classification of "Street Support" by "activities such as traveling to and from the route"

34	L13	On Route	A00 N/A	WT04 Dismount T05 Walking	S01 Business Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "dismount" and the carrier is walking. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "walk flat" provides additional supporting information about the conditions the carrier faces.

32	L08	Vehicle	A00 N/A	WT04 Dismount J11 Setup	S02 Business Outside K00 Jeep
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a jeep, on the "Business Outside" portion of a "Dismount" type delivery.

32	L12	Point of Deliver	A00 N/A	WT05 Central F02 Parcel	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Parcel" is the activity of the carrier delivering a parcel. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, on the residential outside delivery portion of a route.

32	L08	Vehicle	A00 N/A	WT03 Park & Loop J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is loading an LLV at the residential outside portion of an park and loop type route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

32	L12	Point of Deliver	A00 N/A	WT03 Park & Loop F01 Accountable	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a "Park & Loop" type delivery, on the residential outside delivery portion of a route.

32	L14	P B L	A02 Sbj Break	WT01 Foot T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location "P B L" (personal break and lunch). The carrier personal code of "A02" "Sbj Break" is the compensated time the carrier is allowed for break. Due to the nature of the STS category of Street Support a decision was made to include all carrier breaks in this category. The "break" cannot be assigned to any of the other STS categories.

31	L13	On Route	A00 N/A	WT04 Dismount F01 Accountable	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "dismount" and the carrier is to deliver an accountable. The activity detail of "walk flat" is required to demonstrate that the carrier has not reached the customer. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" helps provide some additional supporting information about delivery.

31	L12	Point of Deliver	A00 N/A	WT04 Dismount J12 Finger @ Deliver	S04 Resident Outside H11 Gang Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Dismount type delivery, to a residential outside delivery point and is placing the mail a gang box type mailbox. Based on the definition this information is supportive in determining the "load time" classification

31	L13	On Route	A00 N/A	WT04 Dismount T03 Trav B/t w/sort	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries while fingering or sorting the mail as the activity (Trav B/t w/sort). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

30	L13	On Route	A00 N/A	WT04 Dismount T02 Travel B/t Divr.	S04 Resident Outside K11 Walk Obst
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries while fingering or sorting the mail as the activity (Trav B/t w/sort). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Obst" (walking obstructed) provides some additional supporting information about the conditions the carrier faces.

30	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J12 Finger @ Deliver	S04 Resident Outside H09 1 Hand Slam
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a "Park & Loop" type delivery, to a residential outside delivery point and is placing the mail in a one-hand slam type mailbox. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
L07	Dock A00	N/A WT04	Code Activities Dismount J09 Loading	Code Activity Detail 30 S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Dock". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a dismount route.				
29	L08 Vehicle	A00 N/A	WT03 Park & Loop J11 Setup	S04 Resident Outside H00 N/A
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is on the "Resident Outside" portion of a "Park & Loop" type delivery.				
29	L08 Vehicle	A00 N/A	WT05 Central T02 Travel B/t Divr.	S00 N/A K01 LLV
STS Classification Driving Time Using the definition of "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "Vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery (CAT). The remaining portions of the record provide more supporting information, the carrier is in an LLV on the residential outside portion of a route.				
28	L08 Vehicle	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S00 N/A K01 LLV
STS Classification Driving Time Using the definition of "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "Vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a park and loop delivery type determines that the record does not belong to a curb delivery (CAT). The remaining portions of the record provide more supporting information, the carrier is in an LLV on the residential outside portion of a route.				
28	L08 Vehicle	A00 N/A	WT04 Dismount J09 Loading	S01 Business Inside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was loading an LLV on the business inside portion of dismount route.				
28	L07 Dock	A00 N/A	WT02 Curb J10 Unloading	S04 Resident Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Dock". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on a curb of a residential outside route.				
28	L13 On Route	A00 N/A	WT05 Central T02 Travel B/t Divr.	S01 Business Inside K10 Walk Flat
STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Central" and the carrier is traveling between deliveries as the activity (Trav B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.				
28	L13 On Route	A00 N/A	WT02 Curb T02 Travel B/t Divr.	S04 Resident Outside K10 Walk Flat
STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is "On Route". This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the activity of traveling between deliveries (Travel B/t Divr.). The definition is now complete. These last two pieces of information are supportive in determining the STS "CAT" classification, and provide a better definition as the mode of travel.				

Number of tallies	Code	Location	Code	Personal	Code	Delivery Type	Code	Delivery Type	Status
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Code	Activities	Code	Activity Detail
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27	L08	Vehicle	A00	N/A	WT05	Central	S01	Business Inside
					T02	Travel B/t Divr.	K01	LLV

STS Classification Driving Time Using the definition for "Driving Time" provide as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "Vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery (CAT). The remaining portions of the record provide more supporting information, the carrier is in an LLV on the business inside portion of a route.

27	L12	Point of Deliver	A00	N/A	WT04	Dismount	S01	Business Inside
					F01	Accountable	H10	Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a dismount type delivery, on the business inside portion of a route.

26	L11	Relay Box	A00	N/A	WT01	Foot	S04	Resident Outside
					J08	Del/Coll.	H00	N/A

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Relay Box". More information is needed to determine the category. The term used as "Del/Coll." (deliver and collect) is defined as consistent with "Preparing bulk mail at the vehicle and at relay boxes" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier on a foot route in a residential outside delivery portion of the route.

25	L12	Point of Deliver	A00	N/A	WT04	Dismount	S04	Resident Outside
					J12	Finger @ Deliver	K01	LLV

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Dismount type delivery, to a residential outside delivery point from the LLV. Based on the definition this information is supportive in determining the "load time" classification

25	L08	Vehicle	A00	N/A	WT05	Central	S04	Resident Outside
					J10	Unloading	K01	LLV

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the residential outside portion of a central route.

25	L12	Point of Deliver	A00	N/A	WT05	Central	S04	Resident Outside
					F02	Parcel	H13	Central Outside

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Parcel" is the activity of the carrier delivering a parcel. The "load time" choice is further supported by the "Central Outside" activity detail. Many of the NDCBU type deliveries include a parcel locker for delivery of the parcel. This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, on the residential outside delivery portion of a route.

24	L13	On Route	A00	N/A	WT01	Foot	S01	Business Inside
					T02	Travel B/t Divr.	K04	Walkg Push Cart

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walkg Push Cart" (Walking with a pushcart) provides some additional supporting information about the conditions the carrier faces.

24	L12	Point of Deliver	A00	N/A	WT01	Foot	S04	Resident Outside
					J08	Del/Coll.	H05	Flat Receptacle

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering on a foot route to outside residential delivery points with a flat receptacle type mailbox. Based on the definition this information is supportive in determining the "load time" classification

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail
24	L09 Park Point	A00 N/A	WT05 Central J11 Setup	S04 Resident Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the "Resident Outside" portion of a "Central" type delivery.				
23	L08 Vehicle	A00 N/A	WT05 Central J09 Loading	S04 Resident Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was loading an LLV on the residential outside portion of central route.				
23	L08 Vehicle	A00 N/A	WT02 Curb J11 Setup	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the curb portion of the route..				
23	L12 Point of Deliver	A00 N/A	WT03 Park & Loop J08 Del/Coll.	S02 Business Outside H10 Drop to Cust
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is the activity of the carrier delivering mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Park and loop type delivery, on the business outside delivery portion of a route.				
22	L08 Vehicle	A00 N/A	WT04 Dismount J09 Loading	S02 Business Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV, on the business outside portion of a dismount route.				
22	L08 Vehicle	A00 N/A	WT04 Dismount J10 Unloading	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was loading an LLV on a dismount portion of the route.				
22	L13 On Route	A00 N/A	WT03 Park & Loop T02 Travel B/t Divr.	S03 Resident Inside K10 Walk Flat
STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Inside" and the activity detail of "Walk Flat" provides additional supporting information about the choice of "Route/Access (FAT)".				

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail
22	L08 Vehicle	A00 N/A	WT05 Central J10 Unloading	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on the portion of a central route.				
22	L12 Point of Deliver	A00 N/A	WT05 Central J08 Del/Coll.	S04 Resident Outside H12 Central Inside
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering on a central portion of a route to outside residential delivery points to a central inside type mailbox. Based on the definition this information is supportive in determining the "load time" classification				
22	L12 Point of Deliver	A00 N/A	WT03 Park & Loop F02 Parcel	S04 Resident Outside H10 Drop to Cust
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Parcel" is the activity of the carrier delivering a parcel. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Park and Loop type delivery, on the residential outside delivery portion of a route.				
22	L08 Vehicle	A00 N/A	WT05 Central J11 Setup	S02 Business Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the central portion of a business outside type route..				
21	L08 Vehicle	A00 N/A	WT03 Park & Loop J10 Unloading	S00 N/A K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in an LLV on the portion of a park and loop route.				
21	L08 Vehicle	A00 N/A	WT05 Central J08 Del/Coll.	S04 Resident Outside H13 Central Outside
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location is "vehicle", on a central type delivery this is not enough information to determine "load time". The activity of "Del/Coll." (Deliver and collect) is consistent with the "load time" definition. This satisfies the definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to outside residential delivery points to a central outside type mailbox. Some NDCBU units are mounted with the side of the box used to load the mail facing the curb. The carrier is able to service the central delivery points from the vehicle. Based on the definition this information is supportive in determining the "load time" classification				
21	L09 Park Point	A00 N/A	WT03 Park & Loop J11 Setup	S01 Business Inside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the "Business Inside" portion of a "Park & Loop" type delivery.				

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
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			Code Activities	Code Activity Detail	
21	L12	Point of Deliver	A00 N/A	WT02 Curb J08 Del/Coll.	S04 Resident Outside H01 Illegal Mail Box

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a curb route delivery, in a residential neighborhood of outside delivery points to a mail box that has been damaged, missing or unusable. Based on the definition this information is supportive in determining the "load time" classification

21	L13	On Route	A00 N/A	WT01 Foot T02 Travel B/t Divr.	S01 Business Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" provides additional supporting information about the choice of "Route/Access (FAT)".

20	L08	Vehicle	A00 N/A	WT04 Dismount J12 Finger @ Deliver	S04 Resident Outside K01 LLV
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Vehicle", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" is the activity of the carrier fingering the mail at the point of delivery. This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is in the LLV delivering to a dismount type delivery, on the residential outside delivery portion of a route.

20	L11	Relay Box	A00 N/A	WT01 Foot J11 Setup	S04 Resident Outside H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Relay Box". More information is needed to determine the category. The term used as "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery" is consistent with "Preparing bulk mail at the vehicle and at relay boxes" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier on a foot route in a residential outside delivery portion of the route.

20	L13	On Route	A00 N/A	WT03 Park & Loop T05 Walking	S04 Resident Outside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is walking. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walk Flat" provides additional supporting information about the choice of "Route/Access (FAT)".

20	L08	Vehicle	A00 N/A	WT03 Park & Loop J11 Setup	S02 Business Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the "Business Outside" portion of a "Park & Loop" type delivery.

20	L09	Park Point	A00 N/A	WT03 Park & Loop J11 Setup	S02 Business Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "park point". More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with relocating mail at the vehicle. The remaining portion of the record provides more details in determining the carriers actions. The carrier is at the LLV on the "Business Outside" portion of a "Park & Loop" type delivery.

20	L13	On Route	A00 N/A	WT03 Park & Loop T03 Trav B/t w/sort	S01 Business Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Park & Loop" and the carrier is traveling between deliveries and sorting or fingering the mail(Trav B/t w/sort). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" provides additional supporting information about the choice of "Route/Access (FAT)".

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

19	L12	Point of Deliver	A00 N/A	WT03 Park & Loop J12 Finger @ Deliver	S04 Resident Outside H06 # 1 Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" is the activity of the carrier fingering the mail at the point of delivery. This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a #1 box on a park and loop type delivery, to the residential outside delivery portion of a route.

19	L07	Dock	A00 N/A	WT03 Park & Loop J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Dock". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is loading an LLV at the residential outside portion of a park and loop type route.

19	L13	On Route	A00 N/A	WT04 Dismount T02 Travel B/t Dlvr.	S02 Business Outside K09 Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Dismount" and the carrier is traveling between deliveries (Travel B/t Dlvr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Outside" and the activity detail of "Walking" provides additional supporting information about the choice of "Route/Access (FAT)".

19	L12	Point of Deliver	A00 N/A	WT01 Foot J08 Del/Coll.	S04 Resident Outside H10 Drop to Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." is the activity of the carrier delivering mail. The load time definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The remaining information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Foot type route, on the residential outside delivery portion of a route.

19	L13	On Route	A00 N/A	WT05 Central T02 Travel B/t Dlvr.	S04 Resident Outside K09 Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Central" and the carrier is traveling between deliveries (Travel B/t Dlvr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" and the activity detail of "Walking" provides additional supporting information about the choice of "Route/Access (FAT)".

18	L08	Vehicle	A00 N/A	WT01 Foot T04 Return to Unit	S00 N/A K06 Bus - Public
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". In this case the vehicle public transportation, a bus. More information is needed to determine the category. The term used as "Return to Unit" is defined as "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is in a bus returning to the unit from a foot route.

1	L08	Vehicle	C05 Other - Specify	WT05 Central D08 Delay - Specify	S00 N/A K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "C05 Other - Specify" in the "Personal / Administrative" level and the "D08 Delay - Specify" in the activities level would require a reference to the observer comments log or the USPS form 3999X to determine exactly what activity was taking place. The delivery type central determines that the record does not belong to a curb delivery.

1	L08	Vehicle	C05 Other - Specify	WT03 Park & Loop F04 DelaySpfcyDetail	S04 Resident Outside G05 Excess Wrds Carr
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point records the carrier location as "Vehicle", this does not provide enough information to determine the STS category. The activity of "DelaySpfcyDetail" (Delay Specify Details) does not provide additional information. The "Personal / Administrative" code of "C05 Other - Specify" does not provide additional information. The activity detail of "G04" "Excess Wrds Carr" (Excess words by the carrier) allows us to determine the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a "Park & Loop" type delivery, on the residential outside portion of a route.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

1	L08 Vehicle	C05 Other - Specify	WT03 Park & Loop T00 N/A	S00 N/A H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The "Personal / Administrative" code "C03 Other - Specify" would require a reference to the observer comments log or the USPS form 3999X to determine exactly what activity was taking place. The remaining portion of the record provides more details in determining the carriers actions. The carrier was on a "Park & Loop" type delivery portion of a route. The STS category of "Street Support" was assigned

1	L12 Point of Deliver	A00 N/A	WT05 Central J12 Finger @ Deliver	S04 Resident Outside H11 Gang Box
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Finger @ Deliver" (Fingering or sorting mail at the delivery point) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a Central type delivery, to a residential outside delivery point and is placing the mail into a gang box type mailbox. Based on the definition this information is supportive to determining the "load time" classification

1	L08 Vehicle	C05 Other - Specify	WT02 Curb T00 N/A	S00 N/A H00 N/A
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STS Classification Route/Access (CAT) Using the "CAT" definition of "Vehicle driving time on the curblane portions of routes. Also includes the time spent driving up to curblane stops to load mail into and to collect mail from customer boxes." On these records the carrier is "Vehicle". This alone does not permit us to classify these records. The delivery type is curb, this allows us to refine the classification. The final piece need to apply the "CAT" classification is the "Personal / Administrative" code of "C05 Other - Specify" would require a reference to the observer comments log or the USPS form 3999X to determine exactly what activity was taking place.

1	L08 Vehicle	C03 Superv. Instruct	WT02 Curb F04 DelaySpckyDetail	S04 Resident Outside H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The term used as "DelaySpckyDetail" (delay specify detail) is further defined by the "Personal / Administrative" code "C03 Super. Instruct". The carriers' supervisor is out on the route, at the vehicle giving instructions to the carrier. The remaining portion of the record provides more details in determining the carriers actions. The carrier was on a "Curb" type delivery portion of a residential outside group of deliveries. The STS category of "Street Support" was assigned.

1	L12 Point of Deliver	C02 Forms	WT05 Central F01 Accountable	S04 Resident Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point records the carrier location as "Point of Deliver" and the "Personal / Administrative" code "C02 Forms" describes the carrier at the point of delivery completing a form (notice of accountable delivery). This notice would satisfy the "providing special services" portion of the definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a central outside box of a central type delivery in a residential neighborhood.

1	L09 Park Point	A00 N/A	WT02 Curb J09 Loading	S00 N/A K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was at the LLV on a "Curb" type delivery.

1	L13 On Route	A00 N/A	WT01 Foot T04 Return to Unit	S03 Resident Inside K09 Walking
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is "On Route". More information is needed to determine the category. The term used as "Return to Unit" is defined as "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is walking back to the unit from a foot route of residential inside deliveries.

1	L12 Point of Deliver	C02 Forms	WT05 Central T00 N/A	S00 N/A H00 N/A
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point records the carrier location as "Point of Deliver" and the "Personal / Administrative" code "C02 Forms" describes the carrier at the point of delivery completing a form (notice of parcel delivery). This notice would satisfy the "providing special services" portion of the definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a central type delivery.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail
1	L08 Vehicle	A00 N/A	WT05 Central D08 Delay - Specify	S03 Resident Inside H00 N/A
STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "D08 Delay- Specify" in the administrative level would require a reference to the observer comments log or the USPS form 3999X to determine exactly what activity was taking place. The delivery type central determines that the record does not belong to a curb delivery.				
1	L13 On Route	A00 N/A	WT01 Foot T01 Travel To 1 Dlv	S02 Business Outside K10 Walk Flat
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "On Route". The carrier activity of "Travel to 1 Dlv" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was walking on flat ground on the business outside portion of a foot type route.				
1	L13 On Route	A00 N/A	WT01 Foot T02 Travel B/t Dlv.	S02 Business Outside K09 Walking
STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery points to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". This alone is not sufficient to determine the STS category. The activity of "Travel B/t Dlv." (travel between deliveries) and the delivery type being serviced are "Foot" type deliveries. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Outside" and walking provides additional supporting information about the carriers' activities.				
1	L08 Vehicle	A00 N/A	WT05 Central T02 Travel B/t Dlv.	S02 Business Outside K00 Jeep
STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "Travel B/t Dlv." (travel between deliveries) provides a portion of the definition, "driving vehicles on all portions of letter routes". The delivery type central determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The activity detail of "Jeep" and the "Business Outside" delivery status are supportive of the "Driving Time" selection				
1	L13 On Route	A00 N/A	WT01 Foot T04 Return to Unit	S02 Business Outside K09 Walking
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is "On Route". More information is needed to determine the category. The term used as "Return to Unit" is defined as "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is walking back to the unit from a foot route of business outside deliveries.				
1	L08 Vehicle	A00 N/A	WT05 Central J10 Unloading	S02 Business Outside K01 LLV
STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a LLV, on the business outside portion of a central of a route.				
1	L13 On Route	A00 N/A	WT01 Foot J08 Del/Coll.	S03 Resident Inside H12 Central Inside
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data point records the carrier location as "On Route", more information is required to classify this record. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, to a residential inside delivery point into a central inside type of mailbox. Based on the definition this information is supportive in determining the "load time" classification				
1	L13 On Route	A00 N/A	WT01 Foot J08 Del/Coll.	S02 Business Outside H02 1 Handed Slot
STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data point records the carrier location as "On Route", more information is required to classify this record. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, to a business outside delivery points into a one-handed slot type of mailbox. Based on the definition this information is supportive in determining the "load time" classification				

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

1	L13	On Route	A00 N/A	WT01 Foot T02 Travel B/t Divr.	S03 Resident Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". This alone is not sufficient to determine the STS category. The delivery type being serviced is "Foot" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Inside" and "Walk Flat" provides additional supporting information about the carrier's location.

1	L08	Vehicle	A00 N/A	WT05 Central J11 Setup	S03 Resident Inside H12 Central Inside
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the vehicle. More information is needed to determine the category. The carrier activity of "Setup" is "relocating mail from the rear of the vehicle to the front or loading the satchel for a loop of a park and loop delivery". The term used as "Setup" would be defined "as preparing mail in bulk at the vehicle" is consistent with "Preparing mail in bulk at the vehicle". The remaining portion of the record provides more details in determining the carriers actions. The carrier was at a central delivery on a central type route.

1	L08	Vehicle	A00 N/A	WT05 Central T00 N/A	S01 Business Inside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "N/A" does not provide any additional information. The delivery type central determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors.

1	L08	Vehicle	A00 N/A	WT05 Central T00 N/A	S01 Business Inside H00 N/A
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "N/A" does not provide any additional information. The delivery type central determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors.

1	L13	On Route	A00 N/A	WT01 Foot D08 Delay - Specify	S04 Resident Outside H00 N/A
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". This alone is not sufficient to determine the STS category. The delivery type being serviced is "Foot" and the carrier is being delayed. This delay specify could be the carrier waiting to cross a busy street or waiting at a stoplight. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Resident Outside" provides additional supporting information about the carrier's location.

1	L13	On Route	A00 N/A	WT01 Foot D10 Wait 4 Collectn	S04 Resident Outside H00 N/A
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STS Classification Collection Box The STS definition of "Collection Time" is "The time spent walking up to and sweeping Express mail and non-express mail collection boxes. The time spent driving vehicles up to the collection stops is included in driving time....". The data point records the carrier location as "On Route". The location does not provide enough information to determine the STS category. The activity of "Wait 4 Collectn" (Wait for Collection) is the carrier waiting at the collection box for the collection time. The allows for the STS category of "Collection Time" to be assigned. The information in the remainder of the record further supports the selection. The carrier is on a "foot" type route in a residential outside group of deliveries.

1	L13	On Route	A00 N/A	WT01 Foot F04 DelaySpfyDetail	S04 Resident Outside G04 Excess Wrds Cust
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point records the carrier location as "On route", this does not provide enough information to determine the STS category. The activity of "DelaySpfyDetail" (Delay Specify Details) also does not provide additional information. The activity detail of "G04" "Excess Wrds Cust" (Excess words by the customer) allows us to determine the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a foot type delivery, on the residential outside portion of a route.

1	L08	Vehicle	A00 N/A	WT05 Central T04 Return to Unit	S00 N/A K00 Jeep
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "Vehicle". More information is needed to determine the STS category. The term used as "Return to Unit" is defined as "traveling to and from the route" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier is in a jeep returning to the unit from a central type delivery.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

1	L13	On Route	A00 N/A	WT01 Foot J08 Del/Coll.	S04 Resident Outside H09 1 Hand Slam
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data point records the carrier location as "On Route", more information is required to classify this record. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a foot route type delivery, to a residential outside delivery into a one-hand slam type of mailbox. Based on the definition this information is supportive in determining the "load time" classification

1	L13	On Route	A00 N/A	WT01 Foot T02 Travel B/t Divr.	S03 Resident Inside K09 Walking
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops; that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Residential Inside" and the activity detail of "Walking" provides additional supporting information about the conditions the carrier faces

1	L08	Vehicle	A00 N/A	WT05 Central F01 Accountable	S04 Resident Outside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curbside portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "Accountable" shows the carrier has an accountable to be delivered. The activity detail is required to determine where the carrier is with the accountable. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors.

1	L09	Park Point	A00 N/A	WT03 Park & Loop J09 Loading	S04 Resident Outside K01 LLV
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the park point. More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was at the LLV on the "Resident Outside" portion of a "Park & Loop" type delivery.

1	L12	Point of Deliver	C02 Forms	WT05 Central T00 N/A	S04 Resident Outside H00 N/A
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point record the carrier location as "Point of Deliver", this is consistent with the "at residential and business delivery points" portion of the "load time" definition. The activity and activity detail of N/A does not provide any further details. The personal and administrative code "C02" for "Forms" details the carrier is filling out a form at the point of delivery. The use of the "C02" code is consistent with the "incidental time for customer contacts" portion of the "load time" definition. The other supporting information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, outside residential delivery point. Based on the definition this information is supportive in determining the "load time" classification

1	L12	Point of Deliver	C05 Other - Specify	WT05 Central F01 Accountable	S01 Business Inside H12 Central Inside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "accountable" is the activity of the carrier delivering an accountable piece of mail. This satisfies the "load time" definition. The "C05" "Other - Specify" in the administrative level would require a reference to the observer comments log or the USPS form 3999X to determine exactly what administrative function was taking place. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering to a central type delivery, on the business inside portion of a route.

1	L12	Point of Deliver	C05 Other - Specify	WT05 Central J08 Del/Coll.	S02 Business Outside H13 Central Outside
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services". The data points records the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The "C05" "Other - Specify" in the administrative level would require a reference to the observer comments log or the USPS form 3999X to determine exactly what administrative function was taking place. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central type delivery, on the business outside delivery portion of a route to a central outside type mailbox. Based on the definition this information is supportive in determining the "load time" classification.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

1	L13	On Route	A00	N/A	WT01 Foot	S00	N/A
					D08 Delay - Specify	H00	N/A

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is delayed on route. These portions of the record are consistent with the definition of "FAT". The "Specify" portion of the Activity "Delay - Specify" requires the remaining fields of the record to identify from the observers comment log the specific reason the carrier was delayed.

1	L08	Vehicle	A00	N/A	WT05 Central	S04	Resident Outside
					J10 Unloading	K00	Jeep

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Unloading" is defined as "Taking empty trays, tubs, collected mail etc. out of the vehicle typically at the end of the day" and is consistent with "preparing mail in bulk at the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a jeep, on the residential outside portion of a central of a route.

1	L13	On Route	A00	N/A	WT01 Foot	S00	N/A
					T01 Travel To 1 Divr	K03	Pickup / Van

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "On Route". The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was in a Pickup/Van of another carrier traveling to the first delivery of a foot type route.

1	L08	Vehicle	A00	N/A	WT05 Central	S04	Resident Outside
					J09 Loading	K00	Jeep

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was at the jeep on the "Resident Outside" portion of a "Central" type delivery.

1	L13	On Route	A00	N/A	WT01 Foot	S02	Business Outside
					J08 Del/Coll.	H10	Drop to Cust

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points. Also includes incidental time for customer contacts and providing of special services." The data point records the carriers' location as "On route" this does not provide enough information to classify the record. The activity of "Del/Coll." is the activity of the carrier delivering or collecting mail. The "load time" definition is further supported by the "Drop to Cust" (drop to customer) activity detail. The drop to customer satisfies the second portion of the "load time" definition as to "incidental time for customer contacts". This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is delivering on a foot type route, on the business outside delivery portion of a route.

1	L13	On Route	A00	N/A	WT01 Foot	S00	N/A
					T01 Travel To 1 Divr	K09	Walking

STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "On Route". The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was walking to the first delivery of a foot type route.

1	L12	Point of Deliver	C02	Forms	WT05 Central	S02	Business Outside
					J08 Del/Coll.	H13	Central Outside

STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Point of Deliver", this is consistent with the "load time" definition. The activity of "Del/Coll." (Deliver and collect) is also consistent with the "load time" definition. This satisfies the definition. The other information included in the record provides more detail to exactly what the work the carrier is performing. He is delivering to a central route type delivery, in a business outside delivery points to an outside central type of mailbox. Based on the definition this information is supportive in determining the "load time" classification

1	L13	On Route	A00	N/A	WT01 Foot	S01	Business Inside
					F01 Accountable	K10	Walk Flat

STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The activity code of "F01" "Accountable" shows the carrier is delivering an accountable piece of mail. The delivery type of "Foot" is consistent with the "FAT" category. The activity detail is required to determine the location of the carrier. The "K10" "Walk Flat" shows the carrier is walking and has not made contact with the customer. These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" provides additional information about the carriers location.

Number of tallies	Code Location	Code Personal	Code Delivery Type	Code Delivery Type Status
			Code Activities	Code Activity Detail

1	L08 Vehicle	A00 N/A	WT05 Central T02 Travel B/t Divr.	S03 Resident Inside K02 1 or 2 Ton Truck
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of traveling between deliveries (Travel B/t Divr.) defines the second part of the definition. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portion of the record provide more supporting information, the carrier was driving a 1 or 2 ton truck on the residential inside delivery type portion of the route.

1	L13 On Route	A00 N/A	WT01 Foot T01 Travel To 1 Divr	S01 Business Inside K06 Bus - Public
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STS Classification Driving Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "On Route". The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was using public transportation to travel to the first delivery of a foot type route.

1	L13 On Route	A00 N/A	WT01 Foot T01 Travel To 1 Divr	S01 Business Inside K10 Walk Flat
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is in the "On Route". The carrier activity of "Travel to 1 Divr" (Travel to first delivery) satisfies the "traveling to and from the route, to the carriers' station" portion of the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was walking to the first delivery of a business inside foot type route.

1	L08 Vehicle	A00 N/A	WT05 Central T00 N/A	S03 Resident Inside K01 LLV
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STS Classification Driving Time Using the definition for "Driving Time" provided as "Driving vehicles on all portions of letter routes other than the curblane portions. Also includes time spent driving to stop locations (deviations). It does not include the time spent by the carrier after stopping the vehicle and leaving it." By the carrier location of "vehicle" we supply part of the definition. The activity of "N/A" does not provide any further information. The activity detail defines the carrier is in a LLV. The final portion needed is the delivery type, a central delivery type determines that the record does not belong to a curb delivery. The record belongs in "Driving time" due to these factors. The remaining portion of the record provide more supporting information, the carrier was on the residential inside delivery type portion of the route.

1	L08 Vehicle	A00 N/A	WT05 Central J12 Finger @ Deliver	S03 Resident Inside K01 LLV
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STS Classification Load Time Using the "Load Time" definition of "Delivering and collecting mail pieces at residential and business delivery points." The data points record the carrier location as "Vehicle", does not provide enough information to determine the STS category. The activity of "Finger at Deliver." is also consistent with the "load time" definition as the action of sorting mail at the delivery point. The other information included in the record provides more detail to exactly what the work the carrier is performing. The carrier is in the LLV delivering to a central type delivery, in a residential neighborhood of inside delivery points. Based on the definition this information is supportive in determining the "load time" classification.

1	L13 On Route	A00 N/A	WT01 Foot T02 Travel B/t Divr.	S01 Business Inside K13 Service Elevator
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries as the activity (Travel B/t Divr.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Service Elevator" provides some additional supporting information about the conditions the carrier faces.

1	L13 On Route	A00 N/A	WT01 Foot T03 Trav B/t w/sort	S01 Business Inside K10 Walk Flat
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STS Classification Route/Access (FAT) Using the "FAT" definition of "The time spent by carriers walking on the foot and park and loop portions of routes. Also includes the time spent accessing stops: that is, walking up to a residential and/or business delivery point to deliver and collect mail pieces." The records indicate the carrier's location as "On Route". The delivery type being serviced is "Foot" and the carrier is traveling between deliveries while sorting or fingering the mail (Trav B/t w/sort.). These portions of the record are consistent with the definition of "FAT". The remaining delivery type status of "Business Inside" and the activity detail of "Walk Flat" provides some additional supporting information about the conditions the carrier faces.

1	L08 Vehicle	A00 N/A	WT05 Central J09 Loading	S04 Resident Outside H00 N/A
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STS Classification Street Support Time The STS definition of "Street Support Time" is "The part of street time spent on activities such as traveling to and from the route, to the carriers' station, obtaining and loading the vehicle, and preparing mail in bulk at the vehicle and at relay boxes." The carrier location is at the "vehicle". More information is needed to determine the category. The term used as "Loading" is defined as "putting mail into the vehicle" and is consistent with "loading the vehicle" from the STS definition. The remaining portion of the record provides more details in determining the carriers actions. The carrier was on the residential outside portion of a central type route.

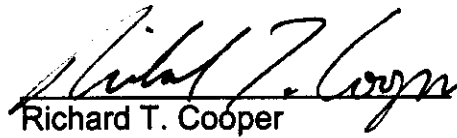
DECLARATION

I, Lloyd B. Raymond, declare under penalty of perjury that the foregoing answers are true and correct to the best of my knowledge, information, and belief.

Lloyd B. Raymond
Date: 4-17-00

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.


Richard T. Cooper

475 L'Enfant Plaza West, S.W.
Washington, D.C. 20260-1137
April 17, 2000