

BEFORE THE
POSTAL REGULATORY COMMISSION
WASHINGTON, D.C. 20268B0001

SIX-DAY TO FIVE DAY STREET DELIVERY
AND RELATED SERVICE CHANGES, 2010

Docket No. N2010-1

ERRATA TO DIRECT TESTIMONY OF LUKE T. GROSSMANN
ON BEHALF OF THE UNITED STATES POSTAL SERVICE (USPS-T-5)
(May 14, 2010)

On March 30, 2010, the United States Postal Service filed the direct testimony of witness Grossmann in this proceeding. Further review has revealed two statements on pages 11 and 12 that could give an inaccurate impression of the types of mail that will be transported between Post Offices and associated plants under the Postal Service's proposal. A corrected version of the relevant pages is provided here. The Postal Service regrets any inconvenience this oversight may have caused.

Respectfully submitted,

UNITED STATES POSTAL SERVICE

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1 e. Intra-CSD Transportation

2 Intra-CSD transportation is provided by Highway Contract Route drivers who
3 provide delivery to addresses along a particular route in a manner similar to postal
4 rural delivery carriers. Included within Intra-CSD contracts are pure box routes,
5 which only include delivery to addresses along a designated route. There also are
6 combination routes, which provide transportation between plants and Post Offices as
7 well as delivery service.

8 Under the Postal Service's plan, intra-CSD transportation for route delivery will
9 no longer be required on Saturdays; I estimate that 100 percent of intra-CSD box
10 route delivery on Saturday will be eliminated. Some of the transportation for
11 combination routes will remain in place to bring mail to Post Offices for delivery and
12 to collect Express Mail volume from Post Offices. Based on a review of the
13 expected transportation needs in a five-day environment, I estimate that of the
14 combination route portion of intra-CSD HCR transportation approximately 60 percent
15 will be eliminated on Saturday and 80 percent of that on Sunday.

16

17 f. Intra-P&DC Transportation

18 Intra-P&DC transportation, which travels between plants and their associated
19 Post Offices and other subordinate units, will be reduced as a result of the proposed
20 delivery and mail processing standards. Saturday intra-P&DC trips bring mail to
21 Post Offices for delivery and bring collection mail from the Post Offices back to the
22 plant for processing. Sunday transportation is in place to advance mail volume for
23 delivery on Monday, mainly from Saturday collections. Some Saturday
24 transportation will remain in place to bring mail to Post Offices for delivery and to
25 collect Express Mail volume from Post Offices. With the elimination of Saturday

1 outgoing processing, Sunday transportation will also be reduced. Based on a review
2 of the expected transportation needs in a five-day environment, I estimate that
3 approximately 60 percent of intra-P&DC transportation on Saturday and
4 approximately 80 percent of intra-P&DC transportation on Sunday can be
5 eliminated.

6 Overall the reduction in transportation will mean that mail previously transported
7 on Saturday and Sunday will move to Monday and Tuesday transportation. It is
8 expected that the economies achieved through combined processing of Saturday
9 and Monday delivery mail will lead to fuller trays, fuller containers, and increased
10 use of existing available space. The optimization of existing transportation will be
11 sufficient to forestall a need for additional transportation on Monday or Tuesday.