

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

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

Docket No. N2010-1

SECOND NOTICE OF ERRATA TO DIRECT TESTIMONY OF LUKE T. GROSSMANN
ON BEHALF OF THE UNITED STATES POSTAL SERVICE (USPS-T-5)
(June 24, 2010)

On March 30, 2010, the United States Postal Service filed the direct testimony of witness Grossmann in this proceeding. Further review has revealed an inaccurate phrasing on page 8 regarding the nature of a given reduction. A corrected version of the relevant page 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 for Saturday. There were an estimated 2,104,244 line 34 vehicle hours, 414,822 line
2 31 Admin/Clerk vehicle service hours, and 464,708 line 30 Supervisor vehicle
3 service hours on Saturdays in FY2009. The total Saturday VSD mileage in FY 2009
4 was 18,808,653 miles based on the Vehicle Management Accounting System.

5 Based on a review of the expected transportation needs in a five-day
6 environment, I estimate the Postal Service will require approximately 42 percent less
7 VSD transportation on Saturday than at present. Because I expect that this
8 reduction in transportation will translate directly into a reduction in drivers, I estimate
9 that there will be an approximate reduction of 42 percent in VSD Saturday work
10 hours. Moreover, I anticipate that the reduction in VSD supervisors will not be
11 commensurate with that of drivers. The ratio of VSD supervisors to VSD drivers is
12 generally expected to remain constant at 20:1, but there will always be at least one
13 supervisor per unit regardless of the number of VSD drivers in that unit. The
14 estimated reduction in VSD supervisors' Saturday work hours is 25 percent.

15 The movement of the remaining mail volume not associated with Express Mail,
16 Post Office Box mail, and remittance mail from Sunday to Monday transportation will
17 require no additional VSD transportation. The Saturday and Monday delivery
18 volume will be processed together. This will cause an increased utilization of trays,
19 and consequently of containers. For the most part, trips to Post Offices have
20 enough excess capacity to absorb the additional volume.

21 22 2. Highway Contract Transportation Routes

23 The elimination of Saturday street delivery and Saturday evening outgoing
24 mail processing will reduce the amount of HCR transportation required. Each type
25 of route has a different function within the network and will be affected differently.