

EMERGENCY H. R. 11450 HOS



OFFICE OF THE POSTMASTER GENERAL

Washington, D.C. 20260

December 6, 1973

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Dear Congressman:

The news media recently has carried a number of reports about the energy crisis and its potential impact on mail service. I want you to know what action has been taken to cope with this situation and also where the Postal Service currently stands in terms of service expectations.

In May Postmaster General E. T. Klassen issued instructions for postal vehicle drivers to take fuel conservation precautions involving their driving and vehicle maintenance practices. In view of growing energy problems, the Postmaster General subsequently established an Energy Action Center to coordinate all Postal Service conservation efforts. The Center's purpose is to identify postal energy consumption rates, promote technological developments to conserve energy, advance overall conservation efforts, and set specific conservation goals. A program has been formulated to achieve a 10% energy reduction by the Postal Service. Major steps are outlined on the attached sheet.


Continuous action has been taken since last spring to improve our internal operating capability to efficiently process mail. This activity gained momentum in an effort to prevent any recurrence of the mail service problems that developed last Christmas and continued for the first several weeks of this year. Action taken has included extra staffing where needed, new equipment installation, and transportation scheduling refinements.

It is a matter of concern to the Postmaster General and other postal managers that the fuel shortage will curtail mail transportation to an extent that could have a serious impact on mail service. We have been working closely with other government authorities to guard against such a development. As a result, assurances have been received that the Postal Service will have the 45 million gallons of fuel needed to power the 224,000 owned and contracted vehicles needed to move December's mail. This rate of consumption is approximately one and one half times the normal monthly rate for mail transportation.

There is a continuing cause for concern with respect to commercial airlines' flight reductions and fuel limitations affecting general aviation, which includes air taxis used for mail transportation. This reduced air capacity will undoubtedly have an impact on mail service. However, we will be doing everything possible to minimize any adverse effect. One step we are taking is to encourage every mail user to mail Christmas cards and parcels earlier than usual this year.

If you or members of your staff have any questions about the Service's effort to conserve energy or to move the December mail, please call me.

Sincerely yours,



Norman S. Halliday (X)
Assistant Postmaster General
Government Relations Department

Honorable Harley O. Staggers
House of Representatives
Washington, D. C. 20515

POSTAL SERVICE FUEL CONSERVATION ACTION

AS OF DECEMBER 1, 1973

1. A 50-mile-an-hour speed limit for all light duty postal-owned and contract vehicles. Heavy duty tractor trailer vehicles will operate at 55-miles per hour except where limited to other speeds by state or local restrictions.
2. Postal vehicle fleet maintenance adjusted to insure efficient fuel use.
3. Driving habit emphasis, including a requirement to turn off motors during stops and avoid rapid acceleration.
4. Heating and cooling control adjustments to provide a 65° to 68° setting in cold weather conditions and a 76° to 78° setting in warm weather conditions.
5. Reduced off-hour elevator service and lighting.
6. Rescheduled custodial services to provide maximum day-time performance.
7. All possible consolidation of multiple highway mail trips to reduce vehicle mileage.
8. Increased use of railroad service instead of long-haul highway service.
9. Reduction in air taxi mail schedules.