

16. What significant problems, if any, are you facing in accomplishing the program objectives?

Because of our limited management staff, it is difficult to manage the highly decentralized postal system to attain the objectives which are programmed.

17. Do you administer any grants, loans, or other disbursed funds related to this program? If so, is the size of your administrative staff commensurate with the magnitude of the outlays?

No.

18. If your appropriations were reduced, how would you absorb the cut—by an overall reduction, or by cutting or curtailing certain activities?

If the appropriations were reduced, each program would be reviewed to determine priority of service that could be funded from the available funds. Dependent on the magnitude of the appropriation reduction, various levels of service curtailment would be necessary.

19. If additional funds were available, what would you do with the new money?

We would invest in the improvement and expansion of our management staff at the headquarters and regional levels so that projects and programs could be initiated toward improvement and service and increasing the level of productivity. In future years, this action would result in providing better service at reduced cost.

D. Program Category IV—Transportation

1. What is the nature of and authority for this program?

The transportation category provides for selecting, procuring, and supervising all modes of transportation—air, rail, highway, and water—required to insure the intercity and international movement of all classes of mail in a timely and dependable manner at the least possible cost.

The authority for this program is United States Code 39, chapter 93, section 6101.

2. Who is the person primarily in charge of this program at the operative level?

Mr. Frederick E. Batrus, Assistant Postmaster General, Bureau of Transportation.

3. How much money and capital equipment is available under this program for fiscal year 1968?

\$781,516,000, this includes \$130 million for the transportation of military overseas mail by air, which is reimbursed by the Department of Defense.

No capital equipment is required.

4. Would you describe the output generated by this program?

Ton-miles of mail moved.

5. Can you quantify this output in any way?

Yes, 7.302 billion ton-miles will be moved (domestic service 6.413 billion and international service 0.889 billion).

6. Would you describe the principal operations that are involved in producing this output?

Planning, procuring, and controlling the transportation required to move nonlocal mail—in both the domestic and international service including all military mail moving by air—in a manner consistent with the type of postage paid and the characteristics of the mail.

7. How many employees are involved in the program and in what general type of employment categories do they fall?

Not applicable.

8. What is the grade structure and how many super grades—quota and non-quota—are involved.

Not applicable.

9. What capital equipment, such as ADP, if any, do you rely upon to fulfill this program?

Not applicable.

10. Do you expect the expenditure or the benefits of the program to grow appreciably in the future?

Yes; in direct relation to the volume of mail to be moved, contingent on (1) rates established by regulatory agencies, (2) offers by contractors (in response to advertisements with award to lowest bidders), or (3) negotiated rates with water and rail carriers.

11. At what level are the personnel responsible for the various parts of the program coordinated to determine if the program as a whole is being efficiently carried out?